

# What You Want to Know About Your Auto and How To Drive It and Keep It

Expert Advice How to Keep Automobiles Running Smoothly  
and the Best Way to Remedy Machine Troubles—  
Traffic Suggestions and Pleasure Routes  
for Evening World Readers.

By GEORGE H. ROBERTSON.

THERE is being tried at present in one or two large cities a new system of regulating traffic, which is being closely watched by traffic officials here. This scheme consists of semaphores signals placed at the four sides of the crossing square with an officer in charge who is stationed in a booth on the sidewalk. According to reports the experiment has not been very successful. While the semaphores signals are clearly visible to drivers there is no actual assistance given instructing them when, and when not, to cross.



GEORGE H. ROBERTSON.

Of course, with such a system the whistle has been abolished. I do not believe that any traffic arrangement will prove efficient without an officer on the spot directing it, using his whistle in connection with other signals.

The blowing of the whistle warns the drivers in the rear of the held-up line when to be ready to move. Without this warning quite a little time would be lost before all the traffic could proceed. Pedestrians also recognize the whistle and regulate their crossing accordingly.

There is an arrangement at the southeast corner of Madison Avenue and Thirty-fourth Street which is of benefit to traffic when in the act of turning. This corner has been cut in such a way as to give a motor car when turning here a longer radius to wheel in. Every corner on Fifth Avenue in the congested district should be shaped in the same way. Because of the extreme length of automobiles these days a longer turning radius is necessary. Traffic is frequently held up for several minutes when these long motor cars attempt to turn at cramped corners. Reshaping the corners would be inexpensive, would not endanger pedestrians and would greatly facilitate the duties of the traffic policemen.

## ANSWERS TO LETTERS.

**Automobile Editor:**  
I would like to ask you a few questions regarding my machine, which does not seem to work right. When I had my car overhauled the timing gears were a little worn out in the teeth. Being straight cut gears, I could not again get the same style gears, so I replaced them and put in spiral gears to take out the noise. The gears seem to fit all right, but the car seems to have no power on high speed. She picks up well on first and second, but as soon as I throw her in on high she seems just as if she were choking up and stalls herself. I have had the carburetor down and looked over. Stromberg can find nothing wrong with same. I had magnet cleaned and new piston rings put in. I can find no fault that would keep her from working right. The valves were ground in and everything replaced when needed.

**LOUISE SMITH.**  
Would say that the valves are not properly set. When the timing gear were put in care should have been taken that the valves open and close as they did originally. If the valves are not set properly the motor will not pull when subjected to a heavy load.

**Automobile Editor:**  
When making a sharp turn do the inner or outer wheels of an automobile leave the ground? W. W.

In making a sharp turn with speed the inside wheels of the car tend to leave the ground.

**Automobile Editor:**  
Which of the following cars do you consider the best to purchase: Saxon Six, Dodge Bros., Overland or Buick? Any advice from you will be appreciated.

**ARTHUR L. ALKEN JR.**  
Will write and give you the information you wish.

**Automobile Editor:**  
I am a young man of twenty years of age, and a student of the Steward Auto School. I am five feet three inches in height. Will you please inform me if I am too small for the State examination? A READER.

As yet there has been no mention made in the motor vehicle law regarding a man's height. The only trouble a small man might encounter would probably be in the road test examination, due to his inability to reach the foot pedals of the examiner's car.

**Automobile Editor:**  
I would like you to answer me the following two questions: (1) In order to get the same power, which will use the most gasoline, a four-cylinder or six-cylinder engine or motor? (2) Do you think the friction drive as used in some cars is a success?

**H. J. C.**  
Regarding your inquiry as to a four or six cylinder motor, would say that it depends entirely upon the cylinder sizes, valve sizes, etc. As to this come feature have a record of twenty to twenty-five miles on a gallon of gasoline, while some sixes have an equally good record.

The friction drive has been successful in every mechanical detail. There is a tendency for slippage which is hard to overcome and it occupies a space much larger than is sometimes practical to devote for this purpose in a motor car.

**Automobile Editor:**  
We have a 1913 Ford. It was lately overhauled, cylinders rebored and new pistons put in. I have ground in the valves and put in a new gasket, which is also lately airtight. The motor has poor compression and rapid deposits of carbon, though the carburetor mixture is as clean as possible and the oil level correct. Does she need new piston rings? If so, shall I put in the composite type in the "leak proof" or the single piece?

A friend of mine has a 1914 Overland and would like to know if he can connect his storage battery to the battery side of the Spittford switch instead of dry cells. Also what is the function of the push button in the centre of the above mentioned switch? **LEON KENDLSON.**

Would advise you to use new piston rings. The fact that you have had the cylinder rebored and new pistons fitted signifies that the rings are under-size. The combination ring is much better than the plain ring. It is not practical to connect this battery in the way you suggest. The meter and see if the wires are free to start on compression.

**Automobile Editor:**  
I have a 1910 Buick. While driving the same I smell rubber burning. Will you please inform me what can the trouble be? **D. B. MEYER.**

Would look over the wiring on the motor and see if the wires are free from any part of the motor that could burn them. Rubber melts very quickly and the slightest heat, if it

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and spirits depend upon her digestion and circulation. Sallow skin, pimples, facial blemishes and depression disappear after the system has been cleansed and the blood purified by

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## NAZIMOVA AT PALACE IN "WAR BRIDES."

Mme. Alla Nazimova will make her debut in vaudeville at the Palace Theatre in "War Brides," a dramatic sketch by Marion Craig Wentworth. The little drama gives Mme. Nazimova an opportunity to appear as the "Jeanne D'Arc of Peace," to use her own description of the role. "War Brides" deals with an episode following the half-request and half-order of a sovereign that all single soldiers marry before leaving for the front in order to provide a second generation of "cannon fodder." Maurice and Florence Walton return with new dances. They will use the Leon Bakst stage decorations which have been arranged by Baron de Mayer. Others on the bill will be Trilix Frigiana, Lillian Shaw and Frank Fogarty.

At Keith's Colonial Theatre will be Joan Sawyer and George Harcourt in ballroom dances; John Jarrott and Vera Maxwell, another dancing team; George Wood, a "boy phenomenon" from London; Robert Emmet Keane and Mauriel Window, late of the Winter Garden; Jack Ryan and Harry Tierney in their own songs; Morton and Austin in "Success," and others.

"Neptune's Garden," an aquatic mystery with swimmers, divers, dancers and pantomimists, will be the chief feature at Keith's Royal Theatre. There will also be Fannie Brice in new songs, Regina Connell in "The Lullaby," Willie Brothers, equibristas; Hale and Patterson in European dances; Kirk and Fogarty, and "Sild-ing" Billy Watson in "Going into Vaudeville."

Keith's Alhambra Theatre will have Arthur Prince, ventriloquist; Pat Rooney and Marion Bent in songs and dances; Han Ping Chien in "Felling Mysteries," the five girls in "The Lullaby," Willie Brothers, equibristas; Hale and Patterson in European dances; Kirk and Fogarty, and "Sild-ing" Billy Watson in "Going into Vaudeville."

## "THE CITY BELLES" COMING TO OLYMPIC.

Fulton and Howard's "City Belles Burlesques" will be the attraction at the Olympic Theatre. The organization includes a number of comedians, several young women who have made reputations as singers and a chorus of twenty girls. Prominent in the company are Charles Brown, Sam Green, Golden and Clark, May Brown, Verdi Musical Trio, Dave Kinder, and as a special feature Mlle. Masie, classical dancer, with her Partisan Fairyland Grotto.

reaches the wiring, will cause this small.

**Automobile Editor:**  
I am very anxious to get the names and factory addresses of as many automobile manufacturing concerns and tire manufacturers as I possibly can. Can you tell me whether there is a directory which would give me such information? **PETER JOE.**

The Automobile and Cycle Trade Information Bureau will furnish you a complete list. Any automobile magazine will also give the information if applied for.

**Automobile Editor:**  
Would like very much to receive some points about buying a car as I expect to purchase one shortly.

**J. L.**  
Will mail the information you desire.

**Automobile Editor:**  
Have a Mitchell car, model "L" 1907, and would like you to tell me if the valves are in time. Flywheel is 12 inches in diameter. Inlet valves commence to open 2 1/2 inches and before topcentre exhaust valves close 3 1/2 inches. Kindly let me know when exhaust should be set and inlet start to open, also at what point in the compression stroke the ignition should take place. **J. RUSSELL.**

In getting the proper setting of your valves, use a thin rod through the pet cock or plug hole to the head of the piston. The exhaust valve should close when the piston is on the top centre and the inlet valve should open about one-eighth of an inch on the rod before the piston comes up to top dead centre. The opening of the exhaust and the closing of the inlet will be taken care of automatically. The ignition should be set so that the full retard comes when the piston is about one-eighth of an inch past dead centre on the firing stroke.

**Automobile Editor:**  
In last Saturday's Evening World in your column there was a letter asking for information about the purchase of various cars. The description of the cars mentioned would suit my requirements to a "T." Therefore, I am taking the liberty of asking you to mail me a copy of your answer to this letter.

**CHARLES P. BASCIAN.**  
Will write and give the information you require.

## CASCARETS FOR BOWELS, STOMACH, HEADACHE, COLDS

Clean your liver and constipated bowels to-night and feel fine.

Get a 10-cent box now. Are you keeping your liver, stomach and bowels clean, pure and fresh with Cascarets—or merely forcing a passage-way every few days with salts, cathartic pills or castor oil? This is important. Cascarets immediately cleanse the stomach, remove the sour, undigested and fermenting food and foul gases; take the excess bile from the liver and carry out of the system the constipated waste matter and poison in the bowels.

No odds how sick, headache, bilious and constipated you feel, a Cascaret to-night will straighten you out by morning. They work while you sleep. A 10-cent box from your druggist will keep your head clear, stomach sweet and your liver and bowels regular for months. Don't forget the children—their little insides need a gentle cleansing, too.

## Farrar's Cold Halts Premiere Of 'Sans-Gene'

By Sylvester Rawling.

"MME. SANS-GENE," Glor-dane's new opera, which was to have got a first performance anywhere at the Metropolitan Opera last night, had to be postponed because of the indisposition of Geraldine Farrar, who is to impersonate the heroine. A severe cold, conjoined with her too strenuous work in preparation for the ordeal, was responsible. It is Miss Farrar's belief, and Mr. Gatti-Casazza's hope, that she will be sufficiently recovered to appear on Monday night, for which a second performance had been announced. Meanwhile there was much confusion at the box office, because, on account of the large Monday night subscription, it was impossible to make transfers of the tickets. The money had to be refunded.

For the Friday night subscribers and for the large number of outsiders who stayed, Mr. Gatti provided a splendid substitute in Verdi's immortal "Aida," the performance of which could not have been better if it had been arranged. Mr. Toscanini conducted and Martinelli, Marie Rappold, Margaretta Ober, Lenora Sparke, Amato, Didur, Rossi and Audisio impersonated the leading parts with fine fervor. The chorus and the ballet were all that could be desired and the ensembles were stirring. The younger generation of opera-goers may well focus their attention upon Martinelli. They may not hope, any more than those of us who are older, to hear again another Caruso, whose voice is one of a century, but this young man, if he will keep on struggling for an ideal, is bound to carry himself far.

Albert Spalding, who is quite the most serious as well as one of the best of the younger violinists, gave another recital at Aeolian Hall yesterday afternoon that provided pleasure for a large audience. He was accompanied at the piano by Andre Bonaldi and his programme included Brahms's sonata in A, Correll's sonata in E, Bach's andante and allegro for violin alone, some smaller works by Cecil Durrigh and Sarasate, and his own concerto in F minor. Mr. Spalding happily added to the designation of his work "quasi fantasia," for, probably, he would admit that it is not strictly a concerto. Furthermore, he knows, most likely better than any of us, that he composed it especially for the exploitation of his own remarkable talents, and it was well worth while. Mr. Spalding's growth as an artist is steady and sure, and now that he is master of himself, he is still the same modest, dignified figure on the platform that he was at his first appearance.

David Sapirstein's programme for the fifth of his successive six-day piano recitals at Aeolian Hall last night included Beethoven's "Grosse Sonata fur das Hammerklavier," and six studies of Paganini-Liszt. Mr. Sapirstein played with all the seriousness and earnestness and capacity that he has displayed since the beginning last Monday night. He bids fair to finish to-night, with an all-Liszt programme—he is an especially good interpreter of Liszt—in fine fettle.

Osnip Gabrilowitch, the Russian pianist, at his recital in Aeolian Hall on Tuesday afternoon will give a programme that includes works of Beethoven, Schumann, Grieger, Chopin, Faure and Smetana.

Tertius Noble, the composer, will be at the organ at the festival cantata "Gloria Domini," which is to be sung at St. Paul's Chapel at noon on Tuesday. The choir will be assisted by Earle Tuckerman, solo baritone.

A Beethoven evening will be the form of the sixth concert of the Educational Chamber Music Society in the Strauss Auditorium of the Educational Alliance to-morrow evening.

Kate Elizabeth Fox, organist in the Church of the Redeemer, Morristown, N. J., will give a free organ recital in

the Old Presbyterian Church on Monday evening at 8.15 o'clock.

John McCormack's first concert on his return from a successful Western tour will be held at the Brooklyn Academy of Music on Feb. 7. The Irish tenor will sing at Carnegie Hall on the afternoon of Feb. 14.

Prof. Samuel A. Baldwin's free organ recital at City College to-morrow afternoon at 4 o'clock will be devoted chiefly to the work of Richard Wagner.

## MISS ANNA WARNER DEAD.

NEWBURGH, Jan. 22.—Miss Anna Warner, the authoress, died at her home in Highland Falls yesterday, aged eighty-seven years, following an attack of pneumonia in December. She was born in New York City, the daughter of Henry Warner and Anna M. Bartlett.

Anna Warner wrote jointly with her sister Susan several books, the most popular of which was a novel entitled "The Wide, Wide World." The sisters started a Bible class thirty-five years ago for West Point cadets, and it proved so popular that during recent years 100 cadets went weekly to the Constitution Island class.

Another feature will be singing by the Catholic Oratorio Society under Mme. Selma Kronold.

The Borough of the Bronx promises to send to Madison Square Garden next Wednesday the largest delegation of Knights of Columbus and their friends that has ever attended a Charity Ball since its organization fourteen years ago. Under the leadership of Edgar A. Martin, Vice-Chairman of New York Chapter, K. of C. all the councils of the Bronx will be represented.

## BRONX K. OF C. TO TURN OUT.

The reason for the extraordinary interest manifested by the Bronx is that this year's ball is intended to be a general demonstration of Catholic unity, fraternity and charity of the Archdiocese of New York. A feature of the demonstration will be a drill by Clason Point Military Academy cadets. Rev. Brother Edmund is principal of the Academy. This organization has been generously praised by officers of the National Guard and of the United States army, several of whom will review the cadets Wednesday night.

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**MARGUERITE SNOW**  
as Zudora,  
the heiress—

**MARY ELIZABETH FORBES**  
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the Woman of Mystery—

**HARRY BENHAM**  
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